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THE HONGKONG DISPENSARY.

Hongkong, 2nd April, 1908

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The Daily Press.

HONGKONG, APRIL 9th 1908

A Hongkong Governor is not so very far from the position of a Hongkong editor after all. He cannot please everybody, and if he gets some ha-pence, it is becoming increasingly evident that he doesn't escape the kicks. In this matter of the Sanitary Commission and its various issues, we find it in our heart to condole with His Excellency, but to cheer him up a little, my point out that his critics are skewering him in a loving way. Fancy being "inadvertently misinformed." If he had been something less than a Governor, his speech might have fared worse. The most unkind of his commentators admit it would be in bad taste to suggest that the King's Representative could be advertently misinformed. His Excellency has room for contemplation, but so far no one has presumed to allude to "the impropriety of certain utterances which have disfigured the gubernatorial oratory." Happiness being subjective, a state of mind, its formula "things might be worse," we trust that His Excellency has not permitted himself to be perturbed by the summer lightning and thunder that flickered and grumbled from the last meeting of the Sanitary Board. Possibly, if His Excellency has a sufficient sense of humour, our respectful sympathy is quite uncalled for. He may, in the proper privacy of Government House, have allowed himself the luxury of a snail or two at the public denunciations of official "tautologies." We do not really think that the Chairman's appeal to the good sense of the Commission's apologists was part of a depp-

laid official scheme to burlesque discussion. It was, if we may venture on a diagnosis, merely the Chairman's hypersensitiveness to considerations of etiquette. His appeal to Mr. Hooper's "good sense" was an appeal to his "good taste." It seemed to him a sort of *l'es majesté* to traverse a viceregal address before it had had its formal discussion and reply in a more exalted Chamber. We have no doubt, in our own mind, that His Excellency would rather this consideration had not been so officiously put forward, especially now that it has been magnified into a further example of official obstructiveness. The King's Representative is not entitled to quite the same amount of obeisance as his Royal Master, nor is a rampant "Suffragette" entitled to all the chivalrous deference due to her sex. Let us hasten to remove any impression of odious comparison. People are so ready to misunderstand us. All we mean is this, that the King does not enter into the arena of political controversy, and his Representative here does. Doing so, and making a political speech, we do him the simple justice of admitting that he claims no immunity from reply. He would, we feel sure, have been as disappointed as anybody if the members of the Sanitary Board had not been allowed to give full expression to all that was in their minds.

Three plague cases yesterday make the total to date forty.

Mr. J. H. Kemp took his seat in the First Court at the Magistracy yesterday.

A Chinaman, arrested at Vancouver on a charge of embezzlement of \$1,200, was brought to Hongkong on Tuesday. Yesterday he appeared before Mr. Kemp and remanded for a week.

The Earl and Countess of Wicklow arrived here on Tuesday. Another distinguished visitor was Sir Cosmo Edmund Duff Gordon.

Sir John Jordan, H.B.M.'s Minister to Peking accompanied by Mr. F. G. Mayers left for Shanghai by the German Mail steamer "Yorok."

Dr. Bateson Wright, headmaster of Queen's College, and Mrs. Bateson Wright, left for England yesterday by the German Mail steamer "Prinzess Alice."

In addition to those gentlemen already mentioned who are providing articles on various subjects for "Twentieth Century Impressions of Hongkong" Capt. Lyons is supplying articles on the Police, Prison, and Fire Brigade.

"On one occasion" (says "Cassell's Saturday Journal") "Queen Amelia of Portugal nearly caused a revolution at her Court by photographing with Rougen rays one of her ladies who was celebrated for her wasp-like figure. The Queen, after developing the picture, gave a lecture on the evils of tight lacing, and held up her unfortunate sister as an awful example. All the ladies were ordered to let out their waists, and the grumbling and discontent threatened severe trouble."

The Queen and the Dowager Empress of Russia, accompanied by Princess Victoria, visited Mr. J. Pierpont Morgan's house at Prince's gate last month to inspect his art treasures. Mr. Morgan's treasures, the bulk of which are housed at Prince's gate, are estimated to be worth £3,000,000 or more. His old silver is worth nearly £100,000. He has a Gaudier marble table which cost £70,000. He paid £30,000 for a set of Aldines, and £10,000 for a set of Dickens. Mr. Morgan owns the original manuscripts of Byron's "Corsair," Lytton's "Last Days of Pompeii," Keats's "Seven Lamps of Architecture," and Oliver Wendell Holmes' "Autocrat of the Breakfast Table."

Mr. S. T. Dunn, superintendent of the Afforestation Department, instituted proceedings at the Magistracy yesterday against four villagers from Kappa Hong for contravening the afforestation laws by cutting down trees without permission. The defendants pleaded that they did what they had been accustomed to do, but it was pointed out that the forestry regulations, which have been extended to the New Territory with good results, prohibited the cutting down of any trees or shrubs without permission. This was an attempt on the part of the villagers to break through the regulations. His Worship (Mr. Kemp) dismissed the defendants with a caution and advised them to get a licence each.

Whether the unanimous decision of the House of Lords in the *Araucaria* constructive total loss case will make any difference in the future or not—in view of the definition of constructive total loss in the new Marine Insurance Act—is not known, but it is not the less interesting on that account. The recongnized principle of constructive total loss—recognized, that is, by underwriters—is that when a vessel is so far damaged that the cost of repair and salvage exceeds the value of the vessel when repaired (that is, the insured value), there is a constructive total loss. The House of Lords appears to recognize this principle, but say that there is not one but two tests of constructive total loss. The second test is whether a prudent uninsured owner would sell a vessel or repair her; if this test be allowed, then the question as to the value of the wreck, what she would fetch as she lies, must come into consideration. It is added that this test can be applied only where there has really been a wreck or something equivalent to a wreck.

The excommunication of Abbe Loisy, in the severest possible form, expelling him from the Church and forbidding Roman Catholics to hold communication with him, is considered to be the first of similar acts against Modernists. A prominent follower of Abbe Loisy's states that the sentence will have no effect, and that, though excommunicated, Abbe Loisy will not be deserted like Lammennais.

Yachts, like steamships are continually growing in size and the possibilities of comfort. What is said to be the second largest privately-owned yacht in the world has lately been launched at Leth in the shape of the *Isolande*. This twin-screw vessel, which has been built for Commodore Morton F. Plant, of New York, is of about 2,000 tons register, and has a length of just over 300ft. She will have engines of from 3,000 to 4,000 indicated horsepower. Her boilers are partly cylindrical marine return tubular and partly water tube, a combination for the first time installed in a yacht. It affords the advantage of raising steam at the shortest possible notice, and of quickly providing additional speed. A bunk capacity 550 tons gives the yacht a very extensive radius of operations. She is provided with motor and steam launches, quick-firing guns, electric lighting, wireless telegraph, refrigerating plant, laundry worked by electric motors, and a system of ventilation operating some thirty motor-driven centrifugal fans. The accommodation for the owner and his guests is of a luxurious description.

A FAT DIVIDEND.

A private telegram informs us that the directors of the Yangtze Insurance Company of Shanghai are recommending a dividend at the rate of 25 per cent. in the old shares.

DEPARTURE OF THE CAMERONS.

The killed Highlanders whose appearance gave a pleasing touch of picturesque animation to the city, have taken their departure for the north. Though the Queen's Own Cameron Highlanders have been in the "Colony" for about four months their stay has been a popular one. The sight of the tartan warmed the hearts of the Scottish community, while the musical accomplishments which the regiment carried and the sporting qualities of the men appealed to all. They made many friends during their short residence in Hongkong and not a few thought yesterday of the words of the Jacobites song.

Better lo'd ye canna be
Will ye no come back again.

The regiment embarked at nine o'clock on the transport "Duffin," which sailed for the North about noon. Before the departure of the vessel Captain Mitchell Taylor, A.D.C. to H.E. the Governor, went on the board with a letter from Sir Frederick, in which His Excellency wished Colonel Kinch and his Highlanders farewell, a pleasant voyage, and a happy time in the North.

EXCITING SCENE ON A CRUISER.

An unusual incident was witnessed on board H.M.S. "Kent" on Tuesday. A Chinese contractor had been employed to polish and renovate the furniture and to do other work on the ship and one of his hands was named Wu On. On the day in question Wu was leaving his work at half past twelve, considerably before the recognised time, and his master remonstrated with him. Wu became angry and seizing a hammer attempted to strike his master. The latter, however, succeeded in wresting it from him, whereupon the enraged workman rushed to the side of the ship and drew a bayonet from a bayonet rack. He unhesitatedly and made a lunge at Ng, who would in all probability have received the weapon in his body had it not been for the timely arrival of a marine from the upper deck who took in the situation at a glance and came to the assistance of the contractor. He seized the man and handed him over to the police. He was brought before Mr. Kemp at the Magistracy yesterday and was sentenced to six weeks' hard labour.

LOCAL SPORT.

FOOTBALL.

The replay of the semi-final tie between H.M.S. "King Alfred" and the Hongkong Football Club will be played on Saturday, the 11th A. R. at 4.30 p.m. on the Club ground. Referee, Lieut. Mullins, R.M.L.I.

GOLF.

The monthly competition for the Captain's Cup was held at Happy Valley between April 4th and April 6th. The following cards were returned:—

CAPTAIN'S CUP.	
* W. D. Kraft	80 — 7 73
* Aug. L. A. Bais, R.N.	89 — 16 73
A. Gittins	79 — 2 77
C. T. Bath	82 — 5 77
Col. R. Martin	87 — 10 77
H. Wilson, R.N.	85 — 6 79
P. Teator	97 — 18 79
H. C. Sandford	95 — 15 80
Com. H. C. R. Boncher, R.N.	88 — 7 81
E. C. Lane	96 — 15 81
M. A. Murray	89 — 5 84

FOOT.	
* W. D. Kraft	81 — 7 73
C. T. Bath	82 — 5 77
Col. H. Martin	87 — 10 77
H. Wilson	85 — 6 79
H. C. Sandford	95 — 15 80
Com. H. C. R. Boncher, R.N.	87 — 7 80

* Tie for Captain's Cup.
+ Winner of Pool.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Chamois, Last Chamant and Special Skin Tonic and Poudre Chamant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE PROPOSED AMUR
RAILWAY.

LONDON, April 7th.

The project for a railway through the Amur region has been passed by the Duma.

THE RECONSTRUCTION OF
THE CABINET.

LONDON, April 7th.

In the reconstruction of the Cabinet in consequence of the resignation of Sir Henry Campbell-Bannerman, and the appointment of Mr. Asquith as Prime Minister, it is anticipated that Mr. Lloyd-George will become Chancellor of the Exchequer; Mr. L. V. Harcourt, First Lord of the Admiralty; and Mr. Winston Churchill Secretary of State for the Colonies.

HONOURS.

LONDON, April 7th.

The Earl of Crewe has been elected a Knight of the most noble Order of the Garter; and Lord Tweedmouth a Knight of the most ancient and most noble Order of the Thistle.

OBITUARY.

LONDON, April 7th.

The death is announced of General Sir Drury Curzon Drury-Lowe, G.C.B., of the 17th Lancers.

OBITUARY.

LONDON, April 8th.

Sir Howard Vincent, K.C.M.G., the eminent Conservative M.P., volunteer, author, and cartographer, is dead, aged 59 years.

SHIPBUILDING.

LONDON, April 8th.

The White Star Company is building four large liners to run between Liverpool and Montreal.

NEW GOVERNOR OF VICTORIA.

LONDON, April 8th.

Sir Thomas Gibson-Carmichael, Bart., has been appointed Governor of Victoria.

The previous Governor and Commander in Chief was Major General the Hon. Sir Reginald Arthur James Talbot, K.C.B. The new Governor is a Scottish baronet who was private secretary to Sir George Trevelyan and Lord Dalhousie when Secretaries for Scotland.

AN UNPLACED OUTRAGE.

LONDON, April 8th.

The British steamer "Igris" has been attacked by rebels.

[RUSSIA'S SERVICE.]

SIR HENRY CAMPBELL-
BANNERMAN.

LONDON, April 6th.

Newspapers of all shades publish the most sympathetic articles on the resignation of Sir Henry Campbell-Bannerman, and hope that it will assist towards his recovery. The papers also publish eulogistic appreciations of Mr. Asquith, giving him the most hearty welcome and laying special stress on his strength and independence of character, which the Unionist papers anticipate will be a check to the influence of the Extremists.

THE HOUSE OF COMMONS.

LONDON, April 6th.

Mr. Asquith moved the adjournment of the House of Commons to the 14th inst. when it will probably adjourn over Easter.

NEW APPOINTMENTS.

LONDON, April 6th.

It is confirmed in well informed quarters that Mr. Churchill and Mr. Bunsen will join the Cabinet. Mr. Lloyd George takes the Exchequer, and it is anticipated in the Lobby that Lord Elgin and Mr. Gladstone will succeed The Marquis of Ripon and Sir Henry Fowler.

RUSSIA.

LONDON, April 6th.

During a discussion on the construction of the railway to the Amur territory, the committee of the national defence and communications recommended its immediate construction as of primary strategic importance.

SUPREME COURT.

Wednesday, 8th April.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE
(SIR FRANCIS PIGOTT).

THE INTERPRETATION OF A CHARTER PARTY.
The Man Cheong Yuen Firm claimed from the Fukusai Company 527 bags of rice belonging to the plaintiff in the possession of defendants or \$5178.94 the value thereof and \$500 damages for detention thereof.

The statement of claim stated that plaintiffs are merchants carrying on business at 159 Wing Lok Street and defendants are merchants and agents of the owners of the Japanese steamship "Koon Maru" and carry on business at 3 Queen's Road Central. By a charter party dated 2nd March, 1907, made between the plaintiffs and defendants as agents the plaintiffs chartered the said steamship for a voyage from Saigon to Hongkong to carry a full and complete cargo of rice and/or other lawful merchandise. By clause 17 of the said charter party the freight payable upon a mixed cargo was 24 cents per picul upon 45,000 piculs, being the estimated capacity of the said steamship. The plaintiffs loaded the steamship with a full and complete mixed cargo of lawful merchandise consisting of white rice, cargo flour, white flour, and dried fish of a total weight of 41,141 piculs. On or before the 27th April, 1907, the plaintiffs paid defendants \$108'0 in respect of this cargo, at the rate of 24 cents per picul on 45,000 piculs, but the defendants wrongfully refused to deliver to the plaintiffs on their demand 527 bags of white rice, the property of the plaintiffs and part of the said cargo and had since detained and wrongfully converted the same to their own use.

Defendants replied that plaintiffs did not load the steamship with either a full or a complete cargo or with a mixed cargo. The cargo which was loaded upon the steamship weighed 41,158.10 piculs out of a total capacity of the ship of 45,000 piculs. The cargo was not a mixed cargo, and defendants justified the detention of the bags of rice under the charter party which gave the master of the ship a lien on the cargo for freight, dead freight and demurrage. They had not converted them to their own use and were willing to return them to the plaintiffs on the payment of \$1404.40 for additional freight due by the plaintiffs and incurred by the defendants in connection therewith.

Mr. M. W. Slade, instructed by Mr. A. G. Jackson, of Messrs. Johnson, Stokes and Master, appeared for the plaintiffs, and defendants were represented by the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. F. Davis.

Mr. Slade, in opening, said there appeared to be in this case only two questions in dispute. One was whether or not a cargo consisting of rice, rice flour, and salt fish was a mixed cargo within the meaning of the charter party entered into between the parties for the conveyance of a cargo of broken rice, rice flour, and other lawful merchandise from Saigon to Hongkong. The second question seemed to be whether or not there was a full and complete cargo.

His Honour—You pay as if it was a full cargo?

Mr. Slade—They make that point.

Mr. Pollock—No. We interpret it in the same way. The point is the mixed cargo. It is reduced to one point.

Mr. Slade—There is no question of the amount between us.

Mr. Pollock—I don't think so. We will take it there was a full and complete cargo.

Mr. Slade—As to the figures they are all agreed. We have paid one way or another the full amount.

Mr. Pollock—It has been agreed to in correspondence.

Mr. Slade—If it was a mixed cargo we have paid the defendants the full amount we owe. If it was not a mixed cargo then we ought to pay the amount claimed.

Evidence was afterwards called on behalf of the plaintiffs' case, and the case adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.

GOMPETZ (ACTING PUISSE JUDGE).

NEWSPAPER DIFFICULTIES.

His Honour gave his reserved decision in the action by the Si Wai Kong Po firm, who are the proprietors of a Chinese newspaper, against the Chong Sang firm of printers for \$1,000 for loss caused by breach of contract in printing their paper. The Chong Sang firm counterclaimed for \$173,17, being the balance due for printing done. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, acted for the plaintiffs, and Mr. Jackson, from the office of Messrs. Johnson, Stokes and Master, appeared for the defendants.

His Honour said that it seemed the defendants were very anxious to get rid of the contract and it was a matter on their behalf that the plaintiffs would not release them unless they paid damages. He considered the contract was wrongfully broken and that plaintiffs were entitled to damages. He gave judgment for plaintiffs with costs and left the question of the amount of damages to be settled by the Registrar.

WHERE WERE THE PROFITS?

Wong Cheuk g, otherwise Wong Fui sued Tam Ching Wa and Ng Yik Fat, contractors, for \$435, being his share of the profits made in the business of the company.

Mr. Crowther Smith appeared for the plaintiff and Mr. E. J. Grist for the second defendant.

Mr. Grist—I understand the second defendant has not been served, and I take the point that the second defendant cannot be sued in the form of the present writ. I asked for particulars and they have been supplied. I take it that the only action that lies is for a statement of accounts.

His Honour—Have any accounts been taken? Mr. Grist—We say no, my Lord, but I understand my friend says that they have been taken. Mr. Smith—I propose to say, my Lord, that the defendant has told the plaintiff what his share in the business was and that he did not have the money to pay him.

His Honour—You say that the money has reached his hands?

Mr. Smith—I think after your Lordship has heard the evidence you will come to that conclusion.

Mr. Grist—If it discloses any right of action it is an action against both people. Both people must be brought into court. There were about fifteen partners in this concern and we say the money has never been in my client's hands. I contend the defendant cannot be sued in the present form of the writ.

His Honour (to Mr. Smith) Do you wish to proceed against the one defendant served?

Mr. Smith—That is what I propose to do.

His Honour—And you will prove that he admitted having this money in his hands for the plaintiff?

Mr. Smith—Yes. He said he had the money, but could not pay just now or words to that effect.

His Honour—Then you want the writ amended against this man?

Mr. Smith—Yes, my Lord.

Evidence was called, and the case adjourned.

MAGIC AND MYSTERY.

Some philosopher has remarked that men and women like to be mystified, and if any confirmation of this statement were needed one has only to recollect the popularity of conjurers and magicians. One of the most attractive programmes ever submitted to a Hongkong audience—attractive because of its mystery and wonderful achievements—is that given by the Japanese Juggler Company which is now occupying the stage of the Theatre Royal.

The performance is picturesque as well as marvellous. The mystery of the East is presented with all the charm of Japan, and those who went to the exhibition last night were delighted with it. The magic by umbrellas, in which a great number of umbrellas apparently produced from innocent looking silk mysteriously drawn from a bowl which was supposed to contain nothing, was one of the most striking items in an interesting programme, but the most wonderful perhaps was the water magic in which a number of jets of water are made to spring from the most unlikely places such as the head of an attendant, lighted candles, and so on. Certainly the programme is worth seeing.

THE ANGLO-SIAMESE NEGOTIATIONS.

The negotiations pending between Great Britain and Siam have been in progress at Bangkok for some time between Mr. Paget, the British Minister, and the Siamese Government. They were initiated by Siam, who desired a modification of British extra-territorial rights, and in this respect the proposals are to a certain extent similar to the arrangement of the Franco-Siamese Treaty of 1893, which abolished French extra-territoriality so far as Siam was concerned. In return for similar concessions on the part of Great Britain Siam is prepared to cede the two outlying States of Kelantan and Tringano, which are adjacent to the British Malay States, and in which there are important British interests. Full details of the negotiations are not available, but it is believed that the matters referred to above do not form the whole of the proposed arrangement. Kelantan and Tringano are tributary provinces of Siam, Kelantan being administered by a Siamese Commissioner, assisted by an English adviser appointed by the Bangkok Government. It is natural that both those Provinces should be under British control, as they are contiguous to the British Malay States, and are determined as within the British sphere of influence by the Franco-Siamese Treaty of 1903. They cover an area of between 8,000 and 9,000 square miles.

SIXTY MILES AN HOUR IN AIR.

MR. FARMAN'S HOPES FOR NEW AEROPLANE.
A totally new type of aeroplane has been designed by M.M. Voisin for Mr. Farman, the winner of the £2,000 prize for a circular flight of one kilometre, and is now rapidly nearing completion.

The new aeroplane consists of a long upturned-shaped framework, measuring 46ft. from head to tail, near the centre of which are placed the motor and driver. Three pairs of wings—arranged side by side, and not above one another, as in the former machine—and measuring 26ft. from tip to tip, and 3ft. in depth, are fixed above this frame in front of the driver. These planes are arranged in a descending position, so that the air, from which they gain their support, may have free access to all.

These are the main sustaining planes, but right in the rear are arranged two smaller pairs of wings 15ft. by 3ft.—the rear pair of all being pivoted, so that they can be deflected upwards or downwards to regulate the course of the machine. A rudder fixed to the tail of the main frame steers the aeroplane to left and right. Both these steering devices are controlled by a single steering-wheel acting through levers and wires.

The screw in the new machine is placed in front, has a diameter of 9ft., and is driven at 1,100 revolutions a minute by a 50-h.p. eight-cylinder, air-cooled motor, of a new type, weighing 315lb. The aeroplane runs along the ground before rising into the air on three pneumatic-tired wheels, the front pair of which are steered by the steering-wheel, which simultaneously works the rudder. In its general lines the aeroplane recalls in a striking manner the appearance of a flying fish, and has been so named.

A speed of sixty miles an hour is projected, while a speed of forty-five miles is necessary to leave the ground. After the first experiments Mr. Farman intends to go to the Baume district, in Central France, where flat plains stretch for miles in every direction without any obstacles in the way of this wonderful racer, weighing half a ton, hurtling through the air at the speed of an express train.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Managers.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

HONGKONG CLUB.

NOTICE.

THE TWENTYSECOND YEARLY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1906, at 5 P.M.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 9th April, 1906.

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on WEDNESDAY, the 22nd April, 1906, at 5 P.M. for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,
C. H. GRACE,
Secretary.

Hongkong, 9th April, 1906.

CANTON INSURANCE OFFICE, LTD.

NOTICE.

NOTICE IS HEREBY GIVEN that SCRIP CERTIFICATE No. 641, issued 15th August, 1892, for 10 Shares numbered 3912/3911 in the above Office standing in the name of CHARLES JAMES BOLTON, Esq. of Shanghai, has been LOST, and should the same not be produced before the 23rd inst., a new Scrip Certificate will be issued to the said CHARLES JAMES BOLTON, Esq. and no transaction taking place under the said Scrip Certificate No. 641 will be recognized by the Office.

JARDINE, MATHESON & CO., LTD.
General Agents,
Canton Insurance Office, Ltd.
Hongkong, 9th April, 1906.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING,"
Capt. A. E. Hodgkin will be dispatched for the above Ports on SATURDAY, the 11th inst., at 3 P.M.

For Freight or Passage, apply to
DOUGLAS, LAURIE & CO.
General Managers,
Hongkong, 9th April, 1906.

Action No. 508 of 1903.

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

BETWEEN THE YOW LOONG HING Firm, Plaintiff,

and
TAI YICK CHONG Firm, Defendants.

To the above-named Defendant TAI YICK CHONG

TAKE NOTICE that this action was on the 23rd day of April, 1903, commenced against you and that the Plaintiff by his writ of Summons claims from the Defendants the sum of \$185.02 for goods sold and delivered.

AND TAKE NOTICE that the Court has by order dated the 6th day of April, 1903, authorized service of the said Writ of Summons on you by the insertion of this Notice in one or more newspapers in this Colony, by Notice put up at the Court House and at No. 59, Queen's Road Central in the said Colony.

AND FURTHER TAKE NOTICE that, if you fail to attend at the hearing of that action on FRIDAY, the 10th April, 1904, at the SUPREME COURT of Hongkong at 10 o'clock in the forenoon, the Court may proceed, notwithstanding your absence, and may on the evidence adduced by the Plaintiff give such judgment as appears just.

GOLDING, BARKER & MORRELL,
68B Plaintiff's Solicitors.

CHINA MERCHANTS S. N. COMPANY.

THE Twin Screw Steamship

KIANG TUNG,
Captain H. W. CHANDLER.

CANTON, MACAO LINE.

FARE.

First-Class Cabin \$9 (Dinner included).

Departure from CANTON to MACAO, EVERY MONDAY, WEDNESDAY and SATURDAY, at 5:30 P.M.

Departure from MACAO to CANTON, EVERY TUESDAY, FRIDAY and SUNDAY, at 9 P.M.

Ship will stop in MACAO on every THURSDAY.

All Saloon Berths should be applied for from the Captain.

Hongkong, 6th April, 1906.

ON SALE.

THE FIFTY YEARS

ANGLO-CHINESE CALENDAR

日曆英中甲午十五

From 1st JANUARY, 1904 to 31st DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 70TH CYCLE TO THE 50TH YEAR OF THE 70TH CYCLE THAT IS THE 3RD YEAR OF TUNG CHI TO THE 30TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

WANTED.

WANTED.

TO RENT (or Lease) BAR in Town, by Married Couple. Highest references given.

Apply—
L. M.
Care of "Daily Press" Office,
Hongkong, 7th April, 1906.

WANTED.

HOTEL MANAGER, Thoroughly Experienced and Capable Man, at present in charge of one of the largest hotels in the East. DESIRES CHANGE. Thorough knowledge of the East, and well-known to the travelling public. Highest references. Apply to—Box 777, care of "Daily Press" Office, Hongkong, 8th April, 1906.

WANTED FOR JAPAN.

CAPABLE ENGLISH NURSE, to take charge of infant, must be experienced, and best references required. Apply, stating age, last position held, and remuneration required, to—
"H.A. 113,"
Care of "Japan Chronicle," Kobe, Japan.
8th April, 1906.

WANTED.

BY Married Couple no Children, TWO FURNISHED ROOMS, with use of Kitchen.

Apply—
K. L. L.
Care of "Daily Press" Office,
Hongkong, 7th April, 1906.

GOVERNMENT NOTICE.

SHROFF WANTED, to reside at Tai Po. Qualifications:—Correct knowledge of English, and quickness and accuracy at figures. Conditions:—Salary \$450 to \$500 by \$50 annually. Secured by—\$1,000. Applications to be sent to the Colonial Treasurer at or before the 11th April. Hongkong, 30th March, 1906.

INTIMATIONS.

NOTICE.

At the request of our Lady Customers, we will hold a

GENUINE

CHEAP SALE

at Rockbottom Prices, for Cash for Three Weeks only from 1st April, 1906.

HOOSAIN ALI & CO.

25, Queen's Road Central,
Under Hongkong Hotel.
Hongkong, 1st April, 1906.

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS

POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS,
Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS
in Bags, Packets, Sets, &c. &c.

All other Philatelic Goods

CALL AT—
GRACA & CO.
Hongkong Hotel Corridor.
Hongkong, 1st January, 1906.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 35 on PRATA EAST. Approximate AREA 6,000 SQUARE FEET. 999 YEARS' LEASE.

For Particulars apply—
GEO. FENWICK & CO., LTD.
Hongkong, 8th June, 1906.

MUSE BISHI DOCKYARD

AND ENGINE WORK.

YAGASAKI.

MODE WORD: "DOCK"

A.I. A.B.C. and Engineering Code U.S.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet

Length on Blocks... 714 "

Width of Entrance on Top... 961 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide 344 "

DOCK No. 1.

Extreme Length... 523 feet

Length on Blocks... 513 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 84 "

Water on Blocks at Spring Tide 54 "

DOCK No. 2.

Extreme Length... 371 feet

Length on Blocks... 361 "

Width of Entrance on Top... 96 "

Width of Entrance on Bottom... 84 "

Water on Blocks at Spring Tide 54 "

PATENT SLIP.

Suitable for vessels up to 1,000

TONS. THE WORKS are well equipped with

ANCES to undertake BUILDING of

REPAIRING SHIPS, ENGINES, and

BOILERS, and also ELECTRICAL

WORK.

A LARGE STOCK of MATERIAL

always kept on hand.

The COMPANY has the powerful steam

"QUICK-MARK" (12 tons, 700 I.H.P.)

equipped with SALVAGE PURPOSE,

equipped with necessary gear, always ready

Short Notice.

ON SALE.

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS, July to December

1-7. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th February 1907

NOTICES OF FIRMS.

NOTICE.

DURING the Temporary Absence of Mr. AUGUSTIN FISHER MARTY from the Colony, Messrs. GUMELINDO JESUS SEQUEIRA and ENE HEBZOG are authorized to Sign my Firm per procuratione.
A. R. MARTY.
Hongkong, 8th April, 1906.

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED This Day.
LEIGH & ORANGE
Hongkong, 31st March, 1906.

NOTICE.

MR. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C.E., is from May 1st, 1906, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors as heretofore, under the style of "Leigh & Orange."

LEIGH & ORANGE

Hongkong, 31st March, 1906.

NOTICE.

THE Interest and Responsibility of Mr. ALEXANDER GEORGE WOOD in our Firm in Hongkong and China CEASED on 31st March, 1906.
MR. JOHN WHITE COOPER BONNIE was admitted a PARTNER in our Firm in Hongkong and China on This Date.
MR. CHARLES GORDON STEWART MACKIE is authorized to SIGN our Firm per Procuratione in Hongkong and China from This Date.

GIBB, LIVINGSTON & CO.

Hongkong, 1st April, 1906.

PUBLIC COMPANIES.

UNION INSURANCE SOCIETY OF

CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FIFTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2, Queen's Buildings Hongkong, on THURSDAY, the 23rd April, 1906, at Noon, for the purpose of receiving the Report of the Directors together with the Statement of Account to 31st December, 1905, and of declaring Dividends, &c. The TRANSFER BOOKS of the Society will be CLOSED from the 13th April to the 23rd April, both days inclusive. By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 27th March, 1906.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FORTY-SECOND ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office No. 2, Queen's Buildings, Hongkong, on THURSDAY, the 23rd April, 1906, at 12:30 P.M. for the purpose of receiving the Report of the Directors, together with Statements of Account to the 31st December, 1905, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 9th April to the 23rd April, both days inclusive. By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.

Hongkong, 27th March, 1906.

CHINA TRADERS' INSURANCE CO. LIMITED.

NOTICE.

THE Certificate No. 882 for Thirty Shares, numbered 33541 to 33570, standing in the Register in the name of Sir KING HO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company on or before the 31st May, 1906, a new Certificate for the said Shares will be issued, and the old Certificate will be void. By Order of the Board of Directors,
C. MONTAGUE EDE,
Secretary.

Hongkong, 3th March, 1906.

SANG MOW.

RATTAN AND GRASS

FURNITURE MAKER.

CHAIRS, TABLES, SETTEES & LONG CHAIRS.

BAMBOO BLINDS, MATTINGS in all colours on Sale.

All Orders receive prompt attention.

45, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 26th February, 1906.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENT in CHINA and JAPAN for the above line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPS POERS every fortnight. For Freight and further particulars apply to—

BODWELL & CO., LIMITED

General Agents for China and Japan

Hongkong, 4th August, 1906.

THE

DIRECTORY AND

CHRONICLE

FOR 1908

IS

NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Bookellers throughout the Far East.

Hongkong, 15th February, 1906.

AUCTIONS.

PUBLIC AUCTION.

THE Underigned have received instructions from C. H. GRACE, Esq., to sell by Public Auction,
TO-MORROW (FRIDAY)
the 10th April, 1906, at 2:30 P.M., at the "La Hacienda" 77, The Peak,
SUNDRY VALUABLE HOUSEHOLD FURNITURE,
Comprising—
TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO COVERED ARM CHAIRS, TEAKWOOD SIDEBOARD with Boveled Glass, GLASS and CROCKERY WARE, MARBLE TOP WASHSTANDS, CHEST OF DRAWERS, TEAKWOOD BUREAU with Boveled Glass, BRASS MOUNTED DOUBLE and SINGLE IRON BEDSTADS with WIRE and HAIR MATTRESSES, COOKING STOVE and UTENSILS, &c., &c.
Catalogue may be issued.
TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 6th April, 1906.

PUBLIC AUCTION.

THE Underigned have received instructions from E. JONES, Esq., Harbour Office, to sell by Public Auction,
On SATURDAY,
the 11th April, 1906, at 2:30 P.M., within his Residence, No. 4, Victoria View, Kowloon, THE WHOLE of HIS VALUABLE HOUSEHOLD FURNITURE,
Therein contained—
Comprising—TAPESTRY and PLUSH COVERED DRAWING ROOM SUITE, CANTON CARVED BLACKWOOD TABLE and FLOWER STANDS, PICTURES, BOOKCASES, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MARBLE TOP SIDEBOARD with Boveled Glass, GLASS and CROCKERY WARE, MARBLE TOP WASHSTANDS, TEAKWOOD WARDROBES or BUREAU with Boveled Glass, CHEST OF DRAWERS, BRASS MOUNTED DOUBLE and SINGLE IRON BEDSTADS with Wire and Hair Mattresses, COOKING STOVE and UTENSILS, &c., &c.
Also
One COTTAGE PIANO by the Robinson Piano Co.
Catalogue will be issued.
TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 1st April, 1906.

INSURANCES.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904

£17,587,112.

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, 2,750,000

PAID-UP CAPITAL, 887,500

II. FUND, 3,386,720 19

THE Underigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN TOMES & CO., Agents.

Hongkong, 27th April, 1907.

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & CO., Agents.

Hongkong, 13th August, 1906.

AAC IEN and MUNICH FIRE INSURANCE CO. OF AIX LA-CHAPELLE.

THE Underigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897.

SIEN TING.

SURGEON DENTIST.

No. 10, D'ARQUILL STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st Sept.—Nov. 1905.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE

AT HONGKONG

FOR

DEMAND DRAFTS ON BOMBAY

On the Day Preceding the Departure of the English Mail from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905;

ALSO

THE JAPANESE MAGIC & COMEDY CO.

ON TOUR TO EUROPE
FOR 2 NIGHTS ONLY.

TO-NIGHT (THURSDAY), the 9th inst., will give a Conjuring Entertainment, as performed before Their Majesties the Emperor and Empress of Japan.

Do not fail to see them in their
SPECIAL GREAT WATER ACT.
PRICES OF ADMISSION: Dress Circle 52, Stalls 32, Pits 1.
Doors open 8.30. Performance 9 P.M.
Booking at Messrs. Mo Tait & Co., Chater Road.
Hongkong, 6th April, 1908.

PREMIUM BONDS.

WE are the Largest Dealers in the World of these attractive Securities.

WRITE to us at once for our Year Book giving full particulars.

WHAT ARE PREMIUM BONDS?

They are high-class and absolutely safe securities, payable to Bearer issued by the various Governments and Municipalities of Europe: they are redeemable at the periodical drawings either with CASH PRIZES varying from £40 to £40,000 or, at the very least, at their full nominal value.

OUR UNRIVALLED COMBINATIONS.

Comprised of the most advantageous Bonds, may be purchased by convenient monthly payments ranging from 15/- to £250.

Lists of Drawings published fortnightly. Premiums collected free of charge.

MELVILLE, GYLN & CO., 3, RUE DE LA BOURSE, PARIS (France). 369

TO LET

FIRST Class European Houses, Leobell Terrace and Humphreys Avenue, Kowloon.

Apply to—TAM TSE KONG, Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West. Hongkong, 1st October, 1907.

TO LET

KOWLOON MARINE LOT 48, Yaumatei, Area 35,200 square feet and with 255 ft. Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 18th January, 1908. 221

TO LET

A HOUSE in KNOTSFORD TERRACE, KOWLOON, No. 3, CANTON VILLAS. Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st April, 1908. 85

TO LET

CHAMBERS in No. 2, WYNDHAM STREET, Moderate Rent. One ROOM with Verandah and Small Room on the Second Floor of No. 8, Des Voeux Road Central, above Office, Suitable for business premises or dwellings. First Floor of No. 8, Queen's Road, Central, comprising Six Large Rooms and Out-houses, suitable for business premises or dwellings, now occupied by PERD. BORNEMANN. Apply to—DAVID SARSON & Co. LTD. Hongkong, 7th April, 1908. 86

TO LET

HOUSE in KENNEDY ROAD, Healthy Locality. 4 ROOMED HOUSES in Morrison Hill, G.P. Road, suitable for Married Couple with Small Family. Rents low. EUROPEAN FLATS in "WILD DELL" Buildings, Rents low. No. 2, CHANCEY LANE, 6 ROOMED HOUSE fitted with Electric Light. Central Locality. Apply to—PERCY SMITH & SETH, Accountants & Auctioneers, &c., 5, Queen's Road Central. Hongkong, 19th March, 1908. 566

TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, DES VOEUX ROAD CENTRAL, (formerly occupied by Messrs. SHAW, TOMES & CO.). Apply to—THE COMPTON DEPT., JARDINE, MATHESON & Co. LTD., 2nd Floor, 2nd Floor Central. Hongkong, 24th February, 1908. 299

TO LET

4 and 5-ROOMED HOUSES in Kowloon. COMMODIOUS SHOP in Des Voeux Road Central, Hongkong. Immediate possession. Moderate rentals. Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Hongkong, 2nd April, 1908. 646

TO LET

NO. 4, BARROW TERRACE, Kowloon, Cheap Rental. Apply to—SPANISH PROCURATION. 666

TO LET

IMMEDIATE POSSESSION. GODOWN at Davies Street, Kennedy Town, lately occupied by the STANDARD OIL COMPANY. Apply to—CHATER & MODY. Hongkong, 24th March, 1908. 692

TO LET

ONE FOUR-ROOMED HOUSE at Praya East, near East Point. Apply to—JARDINE, MATHESON & Co. LTD. Hongkong, 23rd March, 1908. 83

AMERICAN MONEY PANIC.

ALDRICH CURRENCY BILL.

Mr. A. Maurice Low writes to the Times from Washington, February 21st.—In connection with the discussion now going on in Congress over the merits and demerits of the Aldrich Currency Bill, which the Senate regards as a fairly good makeshift and the House considers so utterly vicious that it should not become a law, a currency proposal has been made that has been given respectful attention by currency experts in both Houses of Congress. The proposal, it was stated before a Congressional Committee, is that of the late Lord Goschen, advanced by him when he was Chancellor of the Exchequer. It was in 1892 that the Baring crisis convinced him of the necessity of fortifying the Bank's gold reserve. That crisis showed—and it was simply symptomatic of all great financial emergencies—that in time of stress gold, because they are redeemable by the Bank of England in gold at sight—had an irresistible tendency to disappear from bank deposits and find their way into hiding in the pockets of the people. To overcome this, the measure he proposed to increase the Bank's metal reserve. It would not have been a difficult matter to buy gold for gold can be bought like any other commodity, provided one has the money to pay for it, but that will have been simply exchanging one thing for another, which is not a profitable operation. He could, of course, have purchased gold with bank notes based on Government credit, but that would have been inflation, and to that he was inflexibly opposed; for he was too sound and scientific a banker not to comprehend the danger of an inflated currency. His plan, it was stated to the Committee, contemplated the withdrawal from circulation of some £30,000,000 in half-sovereigns, the bulk of which, he assumed, were in the pockets of the people. That would have been contraction, which is only one degree less harmful than inflation, and to prevent contraction he proposed that for every half-sovereign withdrawn from circulation and placed in reserve there was to be issued a note of an equal amount. These two shilling notes were to be legal tender for a maximum of forty shillings. They were to have been secured by the deposit of silver bullion or silver coins, just as now the Bank secures a five-pound note by the deposit of an equivalent amount of gold bullion or minted coins of the requisite weight and fineness.

Lord Goschen announced his proposal in a speech made at Leeds on January 23, 1891. It was a time when both in England and the United States there was a great agitation over the silver question. In England it was a less burning issue than it was on this side of the Atlantic, but in England there were many bi-metallicists, who vigorously opposed what looked to them like a still further concession to the "gold bugs." The argument of the silver men was that prices all over the world were falling because of the scarcity of the sole medium of exchange—gold, and that the only way to bring about an appreciation of prices was by increasing the money supply of international currency, and as the limit of gold production had been reached (that was before the riches of the Transvaal had been uncovered) the deficiency must be made up by reminting silver and giving it full legal tender. But the Goschen plan, as the silver men of that day viewed it, hit them not once but twice. It contracted the currency in circulation by thirty millions; it further degraded silver and stamped it as a base metal by destroying anew its legal tender qualities. To the face of this opposition Lord Goschen made no effort to press his plan, and instead people have forgotten it. It has been called the basis for the present of Congress as the possible basis for the present of those who would like to see the international exchange markets. The suggestion has been made that the United States should what Lord Goschen proposed, that is, create a large gold fund in the Treasury by the monthly purchase of gold notes to a fixed amount, issuing in place of them small silver notes, whose legal tender should be limited to two pounds. The American gold notes are secured by gold coin or bullion deposited with the Treasury. As these notes are which they are based on the gold on which they are based would be turned over to the reserve. In the course of a few years the gold reserve would be from twenty to forty or sixty million pounds. Obviously the existence of a Treasury fund of twenty or even one hundred millions in gold, which is not used as the basis for note circulation and which the Treasury does not put into circulation, would be no more effective in breaking the stringency in the Money Market than a miser's hoarded gold appears to the hunger of his crying children. While, of course, details have not been discussed, the idea is that this reserve should be used under certain conditions and only in an emergency. In the last October panic the United States imported from London some twenty millions sterling in gold, which sent the Bank rate up to 7 per cent., and partially paralysed trade the world over. In case of stress, instead of drawing on London, New York bankers could draw on the Treasury, which would lead its gold on the same security that is now accepted in European financial centres.

There is no longer a silver question in the United States. Facts have routed fallacies. Nature has proved more powerful than theories. The yield of the mines of the Transvaal is more eloquent than the orators of Mr. Bryan and more convincing. But while silver is no longer either a political or an economic question it has for many people both a sentimental and material interest. Sentimentally they are attached to the "dollar of the fathers," and regard silver as too useful a money metal to be placed in the same class with brass or copper; materially the price of silver means much to the owners of silver mines, for silver is a commodity like iron or coal, and its price is affected by the world's demand. If the United States and Great Britain should retire a certain amount of gold coinage and substitute in its place silver notes secured by the metal, the price of silver would, experts believe, undoubtedly advance, which would mean increased profits to the owners of silver mines throughout the world. It would be profitable for the governments interested to substitute silver for gold to the extent indicated, because of the seigniorage, the difference between the bullion value of silver in the open market and its value when minted. At present silver is worth about 27s. per ounce in London and can be converted into shillings and other non-legal tender coins with a value of 66s. per ounce. Even if silver went to a dollar an ounce, which is the dream of the mine owner, there would still be a considerable profit in buying it at that price and making it the security on which ten shilling notes are issued. The silver men, therefore, in the United States look upon the plan with respect because it was proposed by a British Chancellor of the Exchequer whose education to the single gold standard has never been questioned. But there is no subject more complicated and at times more confusing than currency and its bearings on international trade. This discussion has brought to light the interesting fact that while cheap silver is of great advantage to Asia it is

correspondingly injurious to Great Britain and the United States. Both countries send large quantities of cotton cloth to the Far East, and it is apparent at a glance that the cheaper the price of silver the less the Asiatic has to pay for his imports, and the less the British and American exporters receive for their goods. And, conversely, whenever Asiatic products enter into competition with those of Europe or America, the lower the price of silver the greater the advantage to the Asiatic, because it enables him to produce more cheaply and therefore to undersell in a gold standard market. If silver and gold were on a parity this bonus in favour of the silver-producing country would be practically eliminated. The Government of India recognised this when the Viceroy's Commission of 1897 proposed an increase of the rupee exchange rate, its refusal being based on the declaration that a rise in the rate of exchange would kill the Indian export trade, "for the time at least." These are the arguments in favour of the plan, but naturally arguments are brought against it. One is that while the creation of a large gold reserve in England would undoubtedly be a good thing, a huge gold reserve in the United States might be a very bad thing because of the archaic system prevailing here. Now, whenever speculators or business men are pined by their turn appealing to the Treasury to help them out of their plight, just as the youngster at college who has gone the pace turns to a rich and indulgent relative for assistance, and the business man, like the youth, makes many gold resolutions, and when he ever made extravagant forecasts, and when the Treasury "war chest" of millions of millions, many persons think, prove a direct incentive to even more reckless business methods than those that now exist; the knowledge that the Treasury could always conveniently or without disturbing the equilibrium of international exchange "come to the relief of the market" would, it is feared, destroy all sense of responsibility. No matter what happened, the feeling would be that the Treasury could always be relied upon to prevent disaster. That would be dangerous and harmful in the extreme. It is the constitutional weakness of all legislative bodies never to do to-day what can be postponed until "this day six months hence," and Congress easily leads in the gentle art of procrastination. It is recognised that the Aldrich Currency Bill, which in all probability will have passed the Senate before this letter is read, is merely a makeshift measure, and that the next Congress must seriously consider a more scientific revision of the fiscal system. Possibly Congress will take up the question in a spirit of real reform the Goschen or some other similar plan, in part or in whole, may perhaps be embodied in the American currency system.

LATEST STEAMER MOVEMENTS.

The Glen Line str. *Glenearn* left Singapore on the 8th inst., and may be expected here on the 15th inst.
The str. *Denbighshire* left Singapore on the 8th inst., and is due here on or about the 14th inst. afternoon.
The P & O str. *Jarya* left Singapore for this port on the 7th inst. at 10 a.m.
The Barber Line str. *Savona* left New York for China and Japan on 5th inst.
The I.G.M. str. *Goschen* left here on the 11th of ult. at noon has arrived at Genoa on 7th inst. at 2 p.m.

From the irritation of sunburn or insect bites, the troubles of a cut, sore or scratch, quick relief is given by
Calvert's Carbolic Ointment.
Soothing, healing and antiseptic. Sold by all chemists and druggists.
Manufactured by Wm. Calvert & Co., Manchester, Eng.

MARTIN'S APIOL & STEEL PILLS
A French Remedy for all Irrregularities. Thousands of Ladies testify to the efficacy of this medicine in restoring the regularity of the system. It is a simple dose may be taken at any time, and is not accompanied by any harmful effects. At all Chemists and Druggists, or sent by post for 4s. 6d. per box. MARTIN, Chemist, SOUTHAMPTON, or by post for 4s. 6d. per box.

THORNE'S OLD VAT
PER CASE
THIS VAT WAS STAMPED BY THE LATE ROYAL FACTORY OF GREENGLASS AND HAS BEEN SOLD SINCE 1812

SCOTCH WHISKY.
SOLE AGENTS IN HONGKONG, CHINA & MANILLA.
A. S. WATSON & CO. LTD.
A. S. WATSON & CO. LTD.

APENTA
NATURAL APERIENT WATER.
Bottled at the Springs, Budapest, Hungary.

For continuous use by the Gouty, the Constipated, and the Obese.

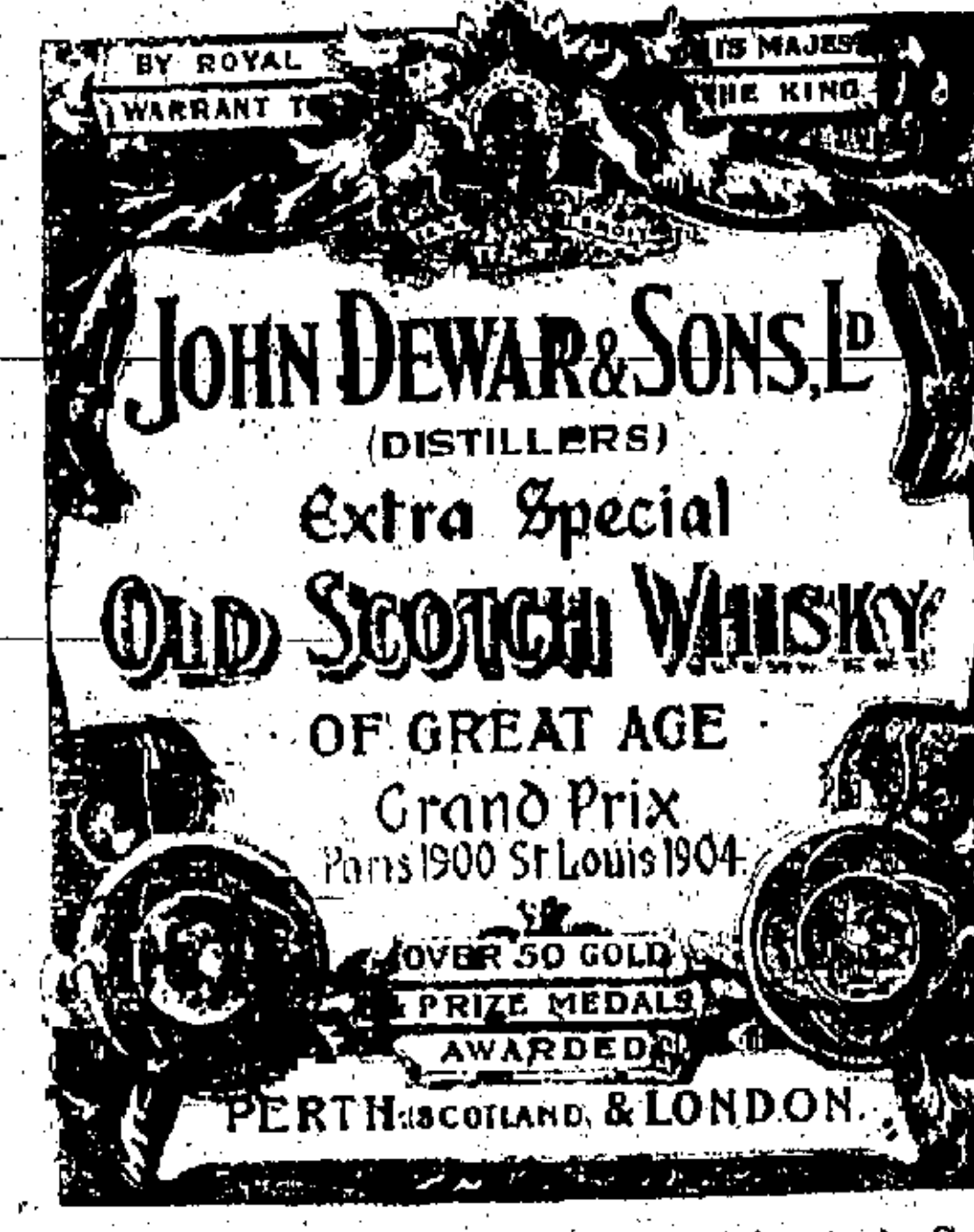
GOLD MEDAL, St. Louis, 1904.

DOSE—A Wineglassful in the morning before breakfast.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that JOHN DEWAR & SONS, LIMITED, of Glasgow Road, Perth, Scotland and of Dewar's Wharf, Waterloo Bridge, London, has on the 4th October, 1907 applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:



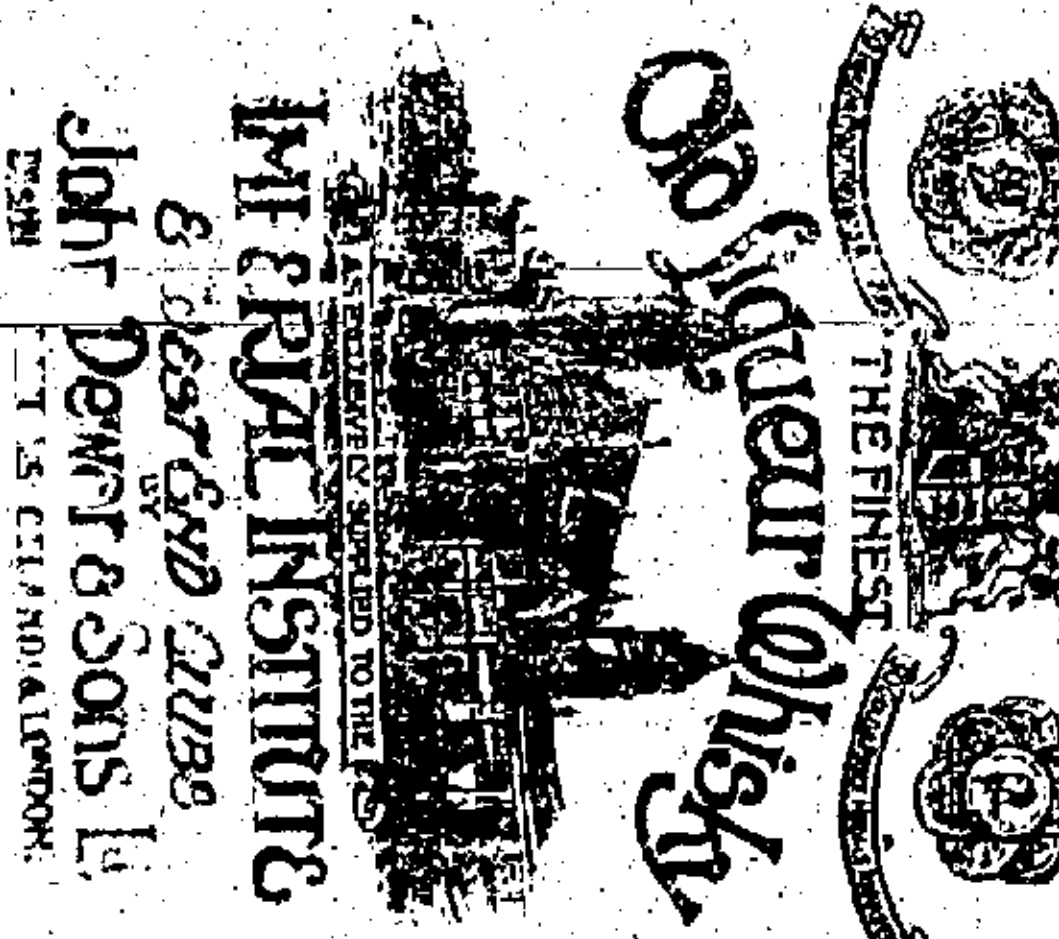
in the name of JOHN DEWAR & SONS, LIMITED, who claim to be Sole Proprietors thereof. The Trade Mark has been used by the applicants in respect of the following Goods namely WHISKY IN GLASS 42. A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersecretary. Dated the 6th day of March, 1908.

BRUTTON & HETT, Nos. 39, 41 & 43 Des Voeux Road, Victoria, Hongkong, on behalf of the Applicants JOHN DEWAR & SONS, LIMITED.

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Science and Art go hand-in-hand making Welsbach not only the most efficient, but the most Elegant Light.

Welsbach

GLOBES AND FITTINGS.

For household lighting Welsbach have the largest selection of artistic globes and gas-fittings; clear globes, opal globes, frosted globes in every shape and design, with effects in Brown, Blue, Pink, Orange, Citron, Lemon, etc.

The thousands of fittings comprises Pendants and Brackets for upright or inverted lighting in solid brass, lacquer, wrought iron and bright copper, oxidised steel and antique copper effects to suit all tastes and pockets.

Particulars and catalogues may be obtained of the Sole Agents for the Welsbach Incandescent Gas Light Co., Ltd., London.

SOLE AGENTS FOR CHINA: **WILKS & JACK, LTD.,** 14, DES VOEUX ROAD CENTRAL, HONGKONG.

GOLD STORAGE.
THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday accepted, to receive and deliver perishable goods. G. K. HAXTON, Manager. Hongkong 1st April, 1908. 43

SINGON & CO.
IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Imported from the Best Foreign Sources and delivered at reasonable rates. 37, HING LOON STREET (2nd St. East of Central Market) Telephone No. 515. 660

SHIPPING.

ARRIVALS.

AUGUSTINE, British str., 2854, Moir, 8th April—Newcastle 17th March, Coal—Shewan Tomes & Co.
 REIGRAYA, German str., 4277, Hildebrandt, 8th April—Shanghai 5th April, General—Hamburg-Amerika Linie.
 DAIJIN MARU, Jap. str., 960, I. Sakurai, 8th April—Swatow 7th April, General—Oseka Shosen Kaisha.
 HAICHING, British str., 1267, A. E. Hodgins, 8th April—Coast Ports 7th April, General—Douglas, Lapraik & Co.
 KIANGPING, Chinese str., 1222, H. Uddin, 7th April—Chinkiang 1st April, General—Chinese.
 KOSSICHANO, German str., 1292, C. Roselofsky, 8th April—Bangkok 27th March, Rice—Butterfield & Swire.
 KWANGLEE, Chinese str., 1684, R. Lincoln, 7th April—Shanghai 5th April, General—Chinese.
 MANDJOUR, Russian cruiser, 8th April, Canton.
 MATILDA KORNEL, German str., 1468, Dibbes, 7th April—Hongkong 4th April, Coal—Jensen & Co.
 NANCHANG, British str., 1046, W. Miller, 8th April—Newchang 1st and Chong 3rd April, General—Butterfield & Swire.
 PACTING, British str., 1073, Tuckson, 8th April—Amoy 7th April, Ballast—Butterfield & Swire.
 QUINTA, German str., 937, Fuhin, 7th April—Singapore 1st April, Kerosene Oil—Siamen & Co.
 SAMSEN, German str., 1642, Schwitz, 7th April—Bangkok 31st March, Rice—Butterfield & Swire.
 SINGAN, British str., 1047, F. Jamieson, 8th April—Haiphong and Hoihow 7th April, General—Butterfield & Swire.
 TAKASAKI MARU, Jap. str., 2950, A. Mooker, 7th April—From Japan, General—Nippon Yusen Kaisha.
 TRIUMPH, German str., 769, Hansen, 8th April—Haiphong 5th April, General—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 8th April.
 BORNEO, British str., for London.
 CHONGAN, German str., for Bangkok.
 HONGLEE, British str., for Amoy.
 KUKURA MARU, Japanese str., for Moji.
 MERAPI, Dutch str., for Amoy.
 SPIR, Norwegian str., for Yungpo.
 TAKASAKI MARU, Japanese str., for Bombay.
 ZOOMAN, Chinese str., for Shanghai.

DEPARTURES.

8th April.
 ANIGO, German str., for Haiphong.
 CHAZER, British str., for Shanghai.
 HONGKONG, French str., for Haiphong.
 KWANGLEE, Chinese str., for Canton.
 MATHILDA, German str., for Haiphong.
 PAKLAT, German str., for Hoihow.
 PRINCESS ALICE, German str., for Europe.
 QUINTA, German str., for Swatow.
 TUNGBO, Norwegian str., for Saigon.
 WHARF CASTLE, British str., for Manila.
 YORCK, German str., for Shanghai.

SHIPPING REPORTS.

The Japanese str. Daijin Maru reports: Cloudy and foggy weather, East wind.

VESSELS IN DOCK.

April 8th.
 ABERNETHY DOCKS.—
 Kowloon Dock—Neil McLeod, Sorongon Quarta, H.M.S. Hardy, Nonning, Standard, Zookang, Chingto, Chantaboon.
 COSMOPOLITAN DOCKS.—

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 For SWATOW AND FOCHOW.

THE Company's Steamship

"HAIMUN."
 Captain A. J. Robson, will be despatched for the above Ports TO-DAY the 9th inst. at Noon.
 For Freight or Passage, apply to
 DOUGLAS, LAPRAIK & CO.,
 General Managers.
 Hongkong, 7th April, 1908. 676

NAVIGAZIONE GENERALE

ITALIANA.
 (Florio and Rubattino United Companies.)

STEAM FOR NAPLES AND GENOA.

(without transhipment in Bombay).
 VIA SINGAPORE, PENANG AND BOMBAY.

(Taking Cargo at Conference Rates less 2/6 and Usual Rebates).

Having connection with Company's Mail Steamers to Messina and LERNO and VENICE and TRISTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO."
 Captain Belaito, will be despatched as above on SATURDAY, the 11th inst., at Noon.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & CO.,
 Agents.
 Hongkong, 7th April, 1908. 4

THE AMERICAN AND ORIENTAL LINE.

For NEW YORK.
 (With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE."
 Capt. Macdonnell, will be despatched for the above Port on or about TUESDAY, the 21st April.
 For Freight apply to
 ARNOLD KARBBERG & Co.,
 Agents.
 Hongkong, 12th March, 1908. 523

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the KOWLOON BOOK STORE, No. 36, Eggleston & Mr. AH YAU'S FERRY WHARF, STAIL.
 Hongkong, 22nd December, 1903.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections common to all from Green Island, Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels moored at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	PLAS & NO	PLAS & NO	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA SUEZ CANAL	MALTA	Brit. str.	—	C. H. S. Tocco	P. & O. S. N. Co.	On 18th inst. at Noon.
HAVRE, ROTTERDAM & HAMBURG &c.	BRETAGNE	Ger. str.	—	Hildebrandt	HAMBURG-AMERICA LINE	To-day.
HAVRE & HAMBURG VIA STRAITS &c.	LITHIA	Brit. str.	k.w.	K. Webster	HAMBURG-AMERICA LINE	On 26th inst.
HAVRE, LONDON & ANTWERP VIA SUEZ CANAL	CLYDE	Ger. str.	—	Bahle	HAMBURG-AMERICA LINE	On 28th inst.
HAVRE & HAMBURG VIA STRAITS &c.	SILBIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 10th May.
HAVRE & HAMBURG VIA STRAITS &c.	SHKOLMIA	Ger. str.	k.w.	Eckhorn	HAMBURG-AMERICA LINE	On 24th May.
MARSEILLES, HAVRE & COPENHAGEN	TRANQUEBAR	Dan. str.	—	Lancelin	MELCHERS & CO.	On 13th inst.
MARSEILLES, HAVRE & COPENHAGEN	TOURANE	Fr. str.	—	Lancelin	MELCHERS & CO.	On 14th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	BORNIO	Brit. str.	—	U. W. Gordon	P. & O. S. N. Co.	About 26th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	PERA	Brit. str.	—	U. W. Gordon	P. & O. S. N. Co.	On 12th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	SAMBIA	Ger. str.	k.w.	Müller	NIPPON YUSEN KAISHA	On 15th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	TAMBA MARU	Jap. str.	—	C. H. Bailey	NIPPON YUSEN KAISHA	On 29th inst. at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	INABA MARU	Jap. str.	—	Balske	CARLOWITZ & CO.	On 11th inst. at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE &c.	LEVANZO	Ital. str.	—	Balske	CARLOWITZ & CO.	On 22nd inst. at Noon.
NAPLES, GENOA, ALGERIA GIBRALTAR &c.	P. R. LUTFOLD	Am. str.	—	G. Bortelle	SANDER, WIEBER & CO.	About 21st inst.
TRIESTE &c. VIA SINGAPORE &c.	TOUR PRINCE	Am. str.	—	Macdonnell	ARNOLD, KARBBERG & CO.	About 21st inst.
NEW YORK	LOWTHER CASTLE	Am. str.	—	Macdonnell	ARNOLD, KARBBERG & CO.	About 21st inst.
NEW YORK	SIKH	Brit. str.	—	Macdonnell	ARNOLD, KARBBERG & CO.	On 25th inst.
BOSTON & NEW YORK	EMPERESS OF INDIA	Brit. str.	2 m.	Macdonnell	ARNOLD, KARBBERG & CO.	To-day, at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN &c.	MONTEAGLE	Brit. str.	1 m.	Macdonnell	ARNOLD, KARBBERG & CO.	On 14th inst. at Noon.
VANCOUVER VIA SHANGHAI JAPAN &c.	TECA MARU	Jap. str.	—	J. Nagao	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
VICTORIA, B.C. & SEATTLE, WASH. &c.	SWINARD MARU	Jap. str.	—	Cowley	NIPPON YUSEN KAISHA	On 14th inst.
VICTORIA, B.C. & SEATTLE, WASH. &c.	KUMERIC	Am. str.	—	Cowley	NIPPON YUSEN KAISHA	Quick despatch.
CALLAO AND IQUIQUE, VIA JAPAN PORTS &c.	KASATO MARU	Jap. str.	—	C. H. Bailey	CRINA COMMERCIAL S.S. Co.	On 2nd May, at 5 P.M.
SALINA CRUZ, MEXICO VIA MOJI & JAPAN	LANDSAT SCHEIFF	Ger. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Ger. str.	—	W. von Soden	MELCHERS & CO.	On 23rd inst. at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINCE WARDMAR	Ger. str.	—	P. T. Helms	GIBB, LIVINGSTON & CO.	On 25th inst. at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	EMPIRE	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
AUSTRALIAN PORTS VIA PORT DARWIN	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	About 1st May.
AUSTRALIAN PORTS VIA PORT DARWIN	ERIN SIGISMUND	Ger. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 18th inst. at D'light
YOKOHAMA AND KOBE	KANAGAWA MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 28th inst. at 4 P.M.
YOKOHAMA AND KOBE	CHINGTU	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
YOKOHAMA AND KOBE	KUMANO MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	Quick despatch.
YOKOHAMA AND KOBE	TEIJIWONG	Dan. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
YOKOHAMA AND KOBE	CHONGSHING	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWEIYANG	Brit. str.	1 m.	N. Mathieson	NIPPON YUSEN KAISHA	To-day, at Noon.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	1 m.	N. Mathieson	NIPPON YUSEN KAISHA	About 11th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
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YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
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YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
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YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
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YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
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YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P.M.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 12th inst.
YOKOHAMA AND KOBE	KWONGSANG	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 15th inst. at 4 P

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
MARSEILLES, LONDON and ANTWERP, SINGAPORE, PENANG, COLOMBO and PORT SAID	BORNEO	About 8th April	Freight and Passage.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. C. D. Deany, R.N.R.	About 11th April	Freight and Passage.
SHANGHAI	OCEANA	About 16th April	Freight and Passage.
LONDON via USUAL PORTS	MAITIA	Noon, 18th April	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	PERA	About 20th April	Freight only.

For further Particulars, apply to

F. J. ABBOTT,

Acting Superintendent.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	On 9th April, 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 10th April, 4 P.M.
AMOI, MANILA, CEBU and ILOILO	"KAIFONG"	On 11th April, Noon.
HOIHOW, and HAIPHONG	"SINGAN"	On 12th April, 9 A.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 15th April, 4 P.M.
ANILTA, ZAMBONGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"CHANGSHA"	On 21st April, 4 P.M.
KOBE	"CHINGTU"	On 26th April, 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivaled Table. A duly qualified surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

Hongkong, 9th April, 1908.

AGENTS.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMISUI via SWATOW, AN AMOI	"DALIN MARU" Capt. I. SAKURAI	SUNDAY, 12th April, at 10 A.M.
† SHANGHAI via SWATOW, AMOI and FOCHOW	"CHOSHUN MARU" Capt. M. NEMOTO	TUESDAY, 14th April, at 10 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 6th April, 1908.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TO SAIL
KUDAT & SANDAKAN	"BORNEO" Capt. F. SMITHILL	Middle of April.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ REGENT LUITPOLD" Capt. H. KIRCHNER	Wed. day, 22nd April, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ EISEL-FRIEDRICH" Capt. E. MALCHOW	About Wed. day, 22nd April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. W. von SANDER	Thursday, 23rd April, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ SIGISMUND" Capt. D. LENZ	About Friday, 1st May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 9th April, 1908.

HAMBURG-AMERIKA LINIE,
HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

† Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service," to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMUIA 16th April	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGRAVIA 9th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BRISGAVIA 25th April	FOR MARSEILLES, BREMEN & HAMBURG: S.S. SAMBIA 12th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SCANDIA 6th May	FOR HAVRE & HAMBURG: S.S. LIBERIA 26th April
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ANDALUSIA 14th May	FOR HAVRE & HAMBURG: S.S. SILEBIA 10th May
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. DORTMUND 25th May	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA 24th May

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th April, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIE" Capt. Verdon	About 13th April
MARSEILLES, via PORTS	"TOURANE" Capt. Lancelin	On 14th April, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. Sellier	On 27th April, P.M.
MARSEILLE via PORTS	"ARMAND BEHIC" Capt. Guionnet	On 28th April, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 227 10s. up to 271 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

J. MILLET,

Agent, Queen's Building.

Hongkong, 7th April, 1908.

NIPPON YUSEN KAISHA.
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU Capt. C. H. Butler, Tons 6134	WED. DAY, 15th April, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	INABA MARU, Tons 6189	WED. DAY, 29th April, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, and BRISBANE	TOSA MARU, Tons 5823	TUESDAY, 14th April, at 4 P.M.
BOOMBAY via SINGAPORE	SHINANO MARU Capt. J. Nagao, Tons 6888	TUESDAY, 28th April, at Noon.
COLOMBO	NIKKO MARU Capt. T. Harrison, Tons 5539	FRIDAY, 17th April, at Noon.
SHANGHAI, MOJI, KOBE	KUMANO MARU Capt. N. Mathieson, Tons 5078	FRIDAY, 15th May, at Noon.
NAGASAKI, KOBE and YOKOHAMA	TAKASAKI MARU Capt. A. Mochizuki, Tons 4746	THURSDAY, 9th April, at Noon.
KOBE and YOKOHAMA	KAGESHIMA MARU Capt. T. Arakawa, Tons 468	SUNDAY, 12th April, at Noon.
	KUMANO MARU Capt. N. Mathieson, Tons 5078	WED. DAY, 15th April, at Noon.
	KANAGAWA MARU Capt. N. Ohno, Tons 6189	SATURDAY, 18th April, at Daylight.

* Calling at Shimonai.

* Calling at Yokohama.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

MANAGER.

Hongkong, 9th April, 1908.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* TIENTSIN	"CHEONGSHING"	Thursday, 9th April, 10 A.M.
* SHANGHAI via NINGPO	"KWONGSANG"	Thursday, 9th April, Noon.
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Saturday, 11th April, 3 P.M.
* MANILA	"LOONGSANG"	Saturday, 11th April, 4 P.M.
* SHANGHAI	"HANGSANG"	Monday, 13th April, 4 P.M.
* MANILA	"YUENSANG"	Friday, 17th April, 4 P.M.
* SHANGHAI, YOKOHAMA, KOBE, MOJI	"KUTSANG"	Friday, 1st May, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

Hongkong, 9th April 1908

GENERAL MANAGERS.

THE REASON WHY

van
Houten's

is the Standard Cocoa of the World is that it combines Flavour, Quality and Economy as they are not combined in any other Cocoa.

BEST & GOES FARTHEST.

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship

"EMERALD SCHEIFF"

Captain H. Brandt, will be despatched for the above Ports via MOJI, JAPAN, on SATURDAY, the 2nd May, at 5 P.M.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. CO., LTD.,

Hotel Manion.

Hongkong, 8th April, 1908.

FOR EUROPE & AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENTS AT THE OUTPORTS.

A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE EMPLOYEES' ASSOCIATION, paid in advance, \$12 per annum

Postage \$2 to any part of the World

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3.30 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 3rd April, 1908.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DEVANHA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Mongolia.
From Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

F. J. ABBOTT,

Acting Superintendent.

Hongkong, 2nd April, 1908.

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"LANGBANK"

Captain Rant, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd April, 1908.

NOTICE TO CONSIGNEES.

THE H. A. L. Steamship

"SILEBIA"

Captain Baha, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 4th April, 1908.

NOTICE TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD.,
Agents.

Hongkong, 6th April, 1908.

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA

(Florio and Rabuffino United Companies).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"LEVANZO."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

All Claims must be sent to the Office of the undersigned before Noon on the 18th inst., or they will not be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst., at 3.30 A.M.

No Fire Insurance has been effected.

CARLOWITZ & CO.,
Agents.

Hongkong, 6th April, 1908.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 9th April, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD.,
General Managers.

Hongkong, 7th April, 1908.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"YORCK"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary is given before WEDNESDAY, the 9th inst., at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 3.30 A.M.

All Claims must reach us before the 18th inst., or they will

